(e) Appointment of pilots is a matter of personnel policy of respective airlines and Government intervention is not desirable.

Private Airports in Andhra Pradesh

1485. SHRIMATI N.P. DURGA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that seven new private airports are coming up in Andhra Pradesh;

(b) if so, the details thereof;

(c) whether it is also a fact that the promoters have asked for business guarantee from Government; and

(d) if so, what is reaction of Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. Government of India have not received any new proposal for setting up of private airports in Andhra Pradesh.

(b) to (d) Do not arise.

Routine checks of Aircrafts

1486. SHRI NANDI YELLAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether major airlines are violating safety norms by not appointing enough aircraft engineers for routine checks of flights;

(b) if so, the action taken for immediate appointment of all required additional aircraft engineers;

(c) whether every aircraft should get flight release certificate before every take-off, and whether 'A' check after every .500 hours of flight, 'B' check after every 2000 hours of flight and 'C check after every 4000 hours of flight, have to be regularly carried-out for every aircraft; and

(d) if so, whether these mandatory checks are exercised meticulously as per the rules?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise,

(c) Every aircraft is issued a Maintenance Release Certificate (Flight release certificate) at specified periods and not for every take off. The periodicity of 'A', 'B' and 'C checks etc. may vary from one aircraft type to another according to the manufacturers requirement. These checks are carried out as stipulated in the Maintenance Planning Document issued by the manufacturers and Maintenance Programme approved by Directorate General of Civil Aviation (DGCA).

(d) Mandatory checks are meticulously carried out by airlines. DGCA also by means of spot checks/surveillance checks ensures compliance of mandatory checks.

Landing of Aircraft at wrong runway

1487. SHRI NANDI YELLALAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that on 12th June, 2007, a Spicejet(SG-851) Aircraft landed on the wrong runway at Delhi Airport, instead of the runway on which it was asked to land by the Air Traffic control authorities, which could have caused a great disaster, had there been any aircraft on the wrong runway;

(b) if so, the action taken in this regard; and

(c) what statutory permanent Air Traffic Control and other remedical measures are contemplated to avoid such serious probable disastrous incidents especially when hundreds of private aircrafts are operating from every major airport in India?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) On 12.6.2007 M/s Spice Jet B 737-800 aircraft VT-SPII while operating flight SEJ 852 (Jammu-Delhi Sector) landed on the wrong runway at IGI Airport. Pilot carried out Visual approach and landing clearance to the aircraft was issued after aircraft reported identified and sighted the runway 10. Since the two runways have same direction of approach, by the error of judgement, the Pilot made the approach on the runway 09 instead of runway 10 and finally landed on runway 09. At that time there was no aircraft movement on runway 09, Aircraft landed safely and vacted runway. There was no damage to the aircraft or injury to any person.

(b) Both the pilots were taken off the flying roster and subjected to corrective-training including crew resource management and refresheres on airport approach familiarisation.

(c) Trainings and refresher of pilots are being conducted at regular intervals to handle such situation where the two runways have approaches on same direction. Standard instrument and operating procedure have been laid down separately for both the runway to avoid recurrence of such incidents. Use of radar (SDD) in control tower, specially at major aerodromes has been made mandatory to monitor the movement of the landing aircraft.

Flights from Mangalore Airport

1488. SHRI JANARDHANA POOJARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Mangalore Airport has been declared as an International Airport;

(b) whether Air India Express is operating some direct flights from Mangalore to Gulf countries;

(c) whether the existing number of flights is inadequate and there is long waiting list;

(d) whether some private airlines have evinced interest in operating flights from Mangalore to a number of Gulf and other countries;

(e) if so, the details thereof and whether Government is considering to augment the number of flights and add new destinations and permit private airlines in these sectors; and

(f) if so, the details thereof and Centre's response thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Mangalore airport has been declared as Custom airport on 3.5.2006.

(b) and (c) Air India Express is operating following flights to/from Mangalore, within its present operational capacity. Cochin-Mangalore-Abu Dhabi-Mangalore-Cochin-l flt/week/ Cochin-Manglore-Muscat-Abu Dhabi-Mangalore-Cochin-1 flt/week/Calicut-Dubai-Mangalore-Calicut-7 flts/week; Calicut-Mangalore-Dubai-Calicut-6 flts/week; Cochin-Mangalore-Dubai-Cochin-Calicut-1 flt/week; Mangalore-Bahrain-Doha Mumbai-3 flts/week and Mumbai-Bahrain-Doha-Mangalore-3 flts/week respectively.